

"First Lady Of Nicaragua" Prospect For Senora Estrada

Wife of Successful Leader of
Insurgents Promises to Be
Popular at Capital.

**CALLED EXCEP-
TIONALLY CLEVER
AND CHARMING**

Linguist of Ability and Has
Many Other Qualifica-
tions for Mistress of
Executive Mansion.

Managua, Nicaragua, Jan. 7.—Nica-
ragua's official household is on the
eve of a sweeping change in the per-
sonnel of its members as a result of
the rise of some men and the fall of
others in the upheaval incident to the
revolution against the Zelaya admin-
istration.

No impending change has aroused
greater interest than that which cen-
ters around the question of who will
be the next "First Lady of Nicaragua."
The indications now are that Gen. Juan
Estrada will eventually succeed to the
place vacated by president Zelaya, and
this makes it equally probable that
Senora Estrada will be the next mis-
tress of the executive mansion.

Senora Estrada has been very little in
the public eye up to the present time.
In Latin American countries women
seldom come to the foreground as they
do in the United States or in other
lands. Senora Estrada has been no ex-
ception to the rule. But recent hap-
penings in the Central American repub-
lic have called attention to the gen-
eral's wife and have revealed her as
an exceptionally clever and charming
woman.

Senora Estrada has many accom-
plishments, one of the most distinguish-
ing of which is her ability as a story-
teller. She speaks English faultlessly,
and in fact is a linguist of marked
ability. In her conversation she dis-
plays some distinctive mannerisms, and



SENORA
ESTRADA

her storytelling is marked by a quaint
combination of the Spanish and French
system of Delartion-expression.
Although not well known outside of
her circle of friends, including as they

do the representative society folk of
Nicaragua, Senora Estrada is regarded
as a woman especially well equipped
to preside over the Nicaraguan "white
house."

PRESIDENT TAFT WANTS RAILROAD REGULATIONS MADE MORE STRINGENT

(Continued From Page One)

upon its investment or would subject
it to burdens which would unjustly dis-
criminate against it and in favor of
other carriers similarly situated. What
is, however, of supreme importance is
that the decision of such questions shall
be most speedily as the nature of the
circumstances will admit and that a
uniformity of decision be secured so
as to bring about an effective, system-
atic and scientific enforcement of the
commerce law rather than conflicting
decisions and uncertainty of final re-
sult.

Wants Court of Commerce.
For this purpose I recommend the
establishment of a court of the United
States composed of five judges desig-
nated for such purpose from among
the circuit judges of the United States
to be known as the "United States court
of commerce," which court shall be
clothed with exclusive original juris-
diction over the following classes of
cases:

(1). All cases for the enforcement,
otherwise than by adjudication and col-
lection of a forfeiture or penalty or by
injunction of criminal punishment, of
an order of the interstate commerce
commission other than for the payment
of money.

(2). All cases brought to enforce,
set aside, annul or suspend any order
or requirement of the interstate com-
merce commission.

(3). All such cases as under section
2 of the act of February 13, 1903, known
as the "Elkins act," are authorized to
be maintained in a circuit court of
the United States.

(4). All such mandamus proceed-
ings as under the provision of section
20 or section 23 of the interstate com-
merce law are authorized to be main-
tained in a circuit court of the United
States.

Judges to Do Other Work.
The act shall empower the chief
justice at any time when the business
of court of commerce does not require
the services of all the judges to trans-
fer the judges designated to that court
to the circuits to which they respec-
tively belong; and it should also pro-
vide for payment to such judges of
\$10,000 a year. The orders of the court
and judgments should be subject to re-
view only to review by the supreme
court of the United States.

A judge of that court might be em-
powered to allow a stay of the com-
mission's order for a period of not more
than 60 days but pending application to
the court for its order or injunction,
then only where his order shall con-
tain a specific finding based upon evi-
dence submitted to the judge making
the order and identifying by reference
therein that such irreparable damage
would result to the petitioner, specify-
ing the nature of the damage.

In my opinion all litigation affecting
the government should be under the
direct control of the department of
justice; and I therefore recommend that
all proceedings affecting orders and

decrees of the interstate commerce com-
mission be brought by or against the
United States and be placed in charge
of an assistant attorney general acting
under the direction of the attorney gen-
eral.

Republican Platform Demands.

The Republican platform of 1908 ex-
pressed the belief that the interstate
commerce law should be further amend-
ed so as to give the railroads the right
to make and publish traffic agreements
subject to the approval of the com-
mission, but maintaining always the prin-
ciple of competition between naturally
competing lines and avoiding the com-
mon control of such lines by any means
whatsoever.

I see no reason why agreements be-
tween carriers subject to the act specifying
the classifications of freight and the
rates for transportation of passen-
gers and freight which they may agree
to establish, should not be permitted pro-
vided copies of such agreements be filed
with the commission but subject to all
the provisions of the interstate com-
merce act and subject to the right to
cancel such agreements by 30 days' notice
in writing to the other parties and to the commission.

I see no reason why the commission
should not be authorized to act on its
own initiative as well as upon the com-
plaint of an individual in investigating
the fairness of any existing rate; and I
recommend, the amendment of the law
to so provide; and also that the com-
mission shall be fully empowered be-
yond any question to pass upon the
classification of commodities for pur-
poses of fixing rates.

Defect of Present Law.

Under the existing law the commis-
sion may not investigate an increase in
rates until after it shall have become
effective. On the other hand, if the
commission shall make an order find-
ing that an existing rate is excessive
and directing it to be reduced, the car-
rier affected may, by proceeding in the
courts, stay the operation of such or-
der of reduction for months and even
years.

I therefore recommend that the in-
terstate commerce commission be em-
powered whenever any proposed in-
crease of rates is filed, at once either
on complaint or of its own motion, to
enter upon an investigation into the
reasonableness of such change and that
it be further empowered in its discre-
tion to postpone the effective date of
such proposed increase for a period not
exceeding 60 days beyond the date
when such rate would take effect. If
within this time it shall determine that
such increase is unreasonable, it may
then by its order, either forbid the in-
crease at all or fix the maximum be-
yond which it shall not be made.

If, on the other hand, at the expira-
tion of this time, the commission shall
not have completed its investigation,
then the rate shall take effect precisely
as it would under the existing law and
the commission may continue its in-

vestigation with such results as might
be realized under the law as it now
stands.

Suggests Another Amendment.

The claim is advanced by some large
association of shippers, that shippers of
freight should be empowered to direct
the route over which their shipments
should pass to destination and it has
been urged that the provisions of the
interstate commerce act which now em-
powers the commission to hear hear-
ing complaints to establish through
routes and maximum joint rates to be
charged, etc., when no reasonable or
satisfactory through rate shall have
been already established, be amended
so as to empower the commission to
take such action even when one existing
reasonable and satisfactory route al-
ready exists. This seems to me to be a
reasonable provision. However, in the
exercise, in this right the shipper
should be subject to such reasonable
regulations as the interstate commerce
commission may prescribe.

The Republican platform of 1908 de-
clared in favor of amending the in-
terstate commerce law but so as always
to maintain the principle of competition
between naturally competing lines and
avoiding the common control of such
lines by any means whatsoever. One
of the most potent means of exercising
such control has been through the hold-
ing of stock of one railroad company
by another company owning a compet-
ing line.

To Prevent Combinations.

I therefore recommend that the law
shall be amended so as to provide that
from and after the date of its passage
no company subject to the interstate
commerce commission shall directly or
indirectly acquire any interests of any
kind in capital stock or purchase or
lease any railroad of any other com-
pany which competes with it, respecting
business to which the interstate com-
merce act applies. But especially for
the protection of the minority stock-
holders, I recommend that such prohibi-
tion be coupled with a proviso that
shall not operate to prevent any cor-
poration which at the date of the pas-
sage of such act, shall own not less
than one half of the entire issued and
outstanding company stock of any
other railroad company, from acquir-
ing all or the remainder of such
stocks; or to prohibit any railroad com-
pany which at the date of the enact-
ment of the law is operating a railroad
of any other corporation under lease,
executed for a term of not less than 25
years from acquiring the reversionary
ownership of the demised railroads; but
that such provisions shall not operate
to authorize or validate the acquisition
through stock ownership or other-
wise of a competing line, or interest
therein in violation of the anti-trust or
any other law.

I also recommend the enactment of a
law providing that no railroad corpora-
tion subject to the interstate commerce
act shall hereafter for any purposes
connected with or relating to any part
of its business governed by said act,
issue any capital stock without pre-
vious or simultaneous payment to it of
not less than the par value of such
stock or any bonds or other obligations
(except notes maturing not more than
one year from the date of their issue)
without the previous or simultaneous
payment to such corporation of not less
than the par value of such bonds or
other obligations or if issued at less
than their par value, in full without
such payment of the reasonable market
value of such bonds or obligations as
ascertained by the interstate commerce
commission; and that no property, ser-
vices, or other thing than money, except
the fair value of such property or ser-
vices as ascertained by the commis-
sion.

Such act should also provide for the
approval by commission of the amount
of bonds and stocks to be issued by any
railroad company subject to this act
upon any reorganization pursuant to
judicial sale or other legal proceedings,
in order to prevent the issue of stock
and bonds to an amount in excess of the
fair value of the property which is the
subject of such reorganization. By my
direction the attorney general has
drafted a bill to carry out these recom-
mendations, which will be furnished on
request to the appropriate committee
whenever it may be deemed expedient.

The question has arisen in the opera-
tion of the interstate commerce em-
ployers' liability act as to whether suit
can be brought against the employer
company in any place other than that
of its home office. The right to bring
the suit under this act should be most

easy of enforcement as the right of a
private person not in the company's
employ to sue on an ordinary claim and
the process in such suits should be suf-
ficiently served, if upon the station
agent of the company, upon whom ser-
vice is authorized to be made to bind
the company in ordinary actions aris-
ing under the state laws. Bills for both
the foregoing purposes have been con-
sidered by the house of representatives
and have been passed and are now be-
fore the interstate commerce commission
of the senate.

I earnestly urge that they be enacted
into laws.

Globe Flour, best by test,
and the payroll in El Paso.

RAILROAD NEWS.

JOY DOWN AT THE T. & P. ROUNDOUSE

Lots of Improvement Do-
ings—Week End Gossip
and Personals.

There is nothing but joy down in the
Texas & Pacific yards. That old round
house is being repaired, and that's no
idle gossip. New cinder pits are be-
ing installed—the same old holes of
course, with new outsiders—and the
hours are to be repaired, and other
needed trifles. Here are a few of the
weekend doings among the T. & P.
railroaders, gossip fresh from the
round house.

John Bee Johnson, "with his facial
hair" has joined the night owls. He
has been switching too long in day-
light, he says.

John Warren, night bowler, has been
engaged by the Union Depot company
as night yardmaster. That's what they
call it, anyway. John is diagnosed as a
"good kid," and the T. & P. mob hate
to see him go. Roy Jacoby has been
engaged as caller.

W. W. Chandler has given up his
firing run for a while and gone to Pe-
cos to attend court.

E. P. McKelvey, fireman, has resigned
and gone to the state of Colorado.

Robert Henderson, machinist at the
shops, has resigned. George Colum,
car repairer, also has left service.

Charles Gardner is laying off his
freight run for a day or two.

ABOUT RAILROAD PEOPLE.

S. B. Mills, of Washington, D. C.,
went to work for the E. P. & S. W.
Monday.

John Stein, superintendent of the
Santa Fe system of Harvey houses, is
in the city on business.

J. D. Johnson, of Bassett avenue, has
been entertaining his father at Mar-
shall, Texas, or some time. Both are
T. & P. railroad men.

Charles Bruce, brakeman on G. H.
& S. A. passenger trains Nos 9
and 10, has returned from Los Angeles with
his wife and children. Charley has a
nice home in Los Angeles that he
bought recently.

Finest furniture, 3-1-3 off at Spring-
er's year end clearance sale. It will
pay you to watch and wait for this
sale.

PARIS FASHION HINT.



Blue silk voile gown, with velvet
trimming.

WELL DESERVED

The Praise That Comes From Thankful
El Paso People.

One kidney remedy never fails.
El Paso people rely upon it.
That remedy is Doan's Kidney Pills.
El Paso testimony proves it always
reliable.

P. H. Wieland, 929 Wyoming street,
El Paso, Texas, says: "I can highly
recommend Doan's Kidney Pills as I
found them to live up to the claims
made for them. For a long time I
suffered from a pain in the small of
my back, so severe at times that I
could scarcely get about. My kidneys
were also disordered and the secre-
tions became unnatural and too fre-
quent in passage. Reading about Doan's
Kidney Pills, I thought that they might
help me and I began their use, pro-
curing a box at Kelly & Pollard's drug
store. They entirely rid me of all
my aches and pains and corrected the
difficulty with the kidney secretions.
The fact that I have had no return of
kidney trouble since, gives me a high
opinion of Doan's Kidney Pills."

For sale by all dealers. Price 50
cents. Foster-Milburn Co., Buffalo,
New York, sole agents for the United
States.
Remember the name—Doan's—and
take no other.

Denver and Return

Account National Stock Show, the E. P. & S. W.
will offer tickets El Paso to Denver and return at

\$29.75

On Sale January 8, 9 and 10--Return Limit January 18, 1910

Owing to the improved train service recently inaugurated by the E. P. & S. W.,
passengers can leave El Paso at 8:00 a. m., arriving in Denver at 3:15 p. m. next
afternoon; or leave El Paso at 6:30 p. m., arriving in Denver 7 a. m. second morn-
ing.

Pullman Sleepers, Chair Cars, Tourist Cars, Etc.

For Tickets, Reservations, Rates, Etc., call on

Richard Warren

General Agent

H. D. McGregor

City Ticket Agent

CITY TICKET OFFICE--Sheldon Hotel, El Paso, Tex.

PHONES: Bell 594, Auto 1694

LAS CRUCES AND MESILLA VALLEY

HERALD ON SALE IN LAS
CRUCES, N. M.

Frank A. Hawley, Agent, opposite
postoffice.

Daily Herald on sale by Las Cruces
Drug Co., Corner News Stand,
opposite postoffice.

Las Cruces News and The Herald

During December, The Herald printed
21 columns of Las Cruces news exclu-
sive of the headings.

Besides this, many columns were

printed from Mesilla Park, the college
and other points between El Paso and
Las Cruces in the Mesilla valley, the
total being equal to 40 columns of news
without headings.

DONA ANA COUNTY ORDERS MORE NEW ROADS

Chamberino, La Mesa and
Mesilla Districts to Be
Improved.

Las Cruces, N. M., Jan. 7.—The board
of county commissioners has adjourned
after four days' work and during that
time it approved and paid county bills
to the amount of \$16,000 for the quar-
ter, paying everything up in full to date.

Chamberino to Have Road.
The people of the Chamberino pre-
dict presented a petition asking that
the board order the county surveyor to
survey a road from the county bridge,
near Anthony on the west side of
the river to the county road which
was granted by the board.

The citizens of La Mesa and San Mi-
guel precincts presented a petition to
the board praying that a public road be
opened from where the Calle Principal
crosses the section line between sec-
tions 14 and 23, township 25 south,
range 2 east, thence east on said sec-
tion line to the southeast corner of sec-
tion 14; thence north on the section line
between sections 12 and 14 to where
the same intersects the west side of the
Chamberino Acequia Madre; thence
northerly along the west side of the
acequia to a safe distance from the
river below its mouth; thence northerly
at a safe distance from the river to the
bridge, known as the Mesquite bridge.

The petitioners also filed a bond to
pay the expense necessary for view-
ing the proposed new road and the
board appointed as commissioners D.
V. Peacock, J. H. Bailey, O. H. Herron,
with orders to meet at the point of be-
ginning on Monday morning, January
17, at 9 o'clock.

Mesilla Roads.
The citizens of Mesilla presented a
petition asking that the board order
the reopening of roads in that district
which have been closed and obstructed
to the inconvenience of that community,
and as the board found that a majority
of the petitioners are land owners
through which the roads pass granted
them and ordered the clerk to
have notices posted.

The petition of James T. Smith, as
president of the Texas, New Mexico &
Pacific Railroad company, asking for
an extension or further franchise for
construction, maintaining and operat-
ing a railroad and for the erecting poles
and lines for telephone and telegraph
lines was granted.

Las Cruces Mail Record.
Las Cruces, N. M., Jan. 7.—The fol-
lowing deeds and other legal papers
have been filed for record with the
county recorder of Dona Ana county:

Deeds.
Albert A. Volz to S. P. Miller and
wife, warranty deed to a tract of land
situate adjoining Jose Manuel Sanchez
Baca Grant containing 28.14 acres.
Consideration \$6000. Dated January 1,
1910.

Albert A. Volz to S. P. Miller and
wife, quit claim deed to a tract of
land situate in section 15, township 25
south, range 2 east, N. M. P. M., con-
taining 6.60 acres. Consideration \$5000.

Big Herd of Cattle Sold.

Brown, Bogel and Gohlke, of
Marfa, Buy Las Cruces
Stock.

A herd of 2000 head of high grade
cattle has been purchased from C. T.
Turner, of Las Cruces, by Brown, Bo-
gel & Gohlke, of Marfa.

The stock is at present pastured on
the George Ross ranch near Fort Han-
cock.

The Marfa firm has made no an-
nouncement regarding the disposition
of the stock, which will be moved with-
in a few days.

Broadbent & Leavell, of this city,
made the sale.

Elks to Dance.
Las Cruces, N. M., Jan. 7.—The Elks
lodge will give a dance this evening,
and the antierd boys are all anticipat-
ing a good time. The Las Cruces band
will furnish the music.

COLLEGE STUDENTS ARE ACTIVE AGAIN

New Men Are Trying for the
Basketball Team at A.
& M. College.

Agricultural College, N. M., Jan. 7.—
The present basketball outlook here is
very disheartening to the college ath-
letes. Only two of last year's team are
back. Haggart at forward and Thomas
at center. More than a dozen new men
are out trying for positions, but the
material is not developing very fast and
as a result the outlook is far from
bright.

Miss Lucy Lewis, the college librar-
ian, has arrived from Pomona, Calif.,
where she was a recent victor.
Pres. Garrison's new auto has ar-
rived. It is a four-cylinder, 35-horse
power, five-passenger Stearns.

Mr. and Mrs. S. D. Grant, son and
daughter, of Toyah, Texas, are regis-
tered at the Coats House. They intend
to locate here.

Miss Jennie Coats, of Knoxville, Ia.,
cousin of Mrs. Coats, is spending the
winter in Mesilla Park.

Elmer Fullerton left recently for
Albuquerque, to undergo an operation
for appendicitis.

Students who returned to college re-
cently are Myrtle Tynnan, Chihuahua;
Bertha Mayer, White Oaks; Ruth
Brainard, Artesia; Paul Given, Hills-
boro; Harry Lewis, San Marcial, and
Cubla Clayton, Tularosa.

Among the new students registering
are Frank P. Faulkner of Dexter, N. M.,
a former student of the university of
Illinois; and James Nourse, from the
Spokane high school of Spokane, Wash.

Henry McCowen has returned from
Organ and reports "cold weather" in
that section.

F. R. Harlan, of South Boston, Va.,
has moved here with his family and is
looking for a good location. He will
purchase land and go to ranching.

Dr. Robertson is shipping several
tons of alfalfa from Mesilla Park.

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and other valuables. Dated January
1, 1910.

Michel Dubuise and Gratianne Du-
buisse Dantay sole heirs at law of
Pierre Dubuise deceased of Ustaritz,
France, by their attorney in fact L.
Bradford to Frank Krepp, warranty
deed to a tract of land situate in pre-
dict No. 4, New Mexico and northwest
of the town of Mesilla, containing 21.91
acres. Consideration \$1500. Dated De-
cember 5, 1909.

Jose M. Remirez to Jose Rodriguez
warranty deed to rightway for a
public road through his land situate
near the town of San Miguel. Con-
sideration \$1. Dated December 15, 1909.

J. T. Miller to J. S. Roydon, warranty
deed to lots 1, 2, 3, 4, 5, 6, 7, 8,
9 and 10 in block 11 of Miller's addition.
Consideration \$1 and other valuables.
Dated November 22, 1909.

Jose Manuel Sanchez Baca Grant to
Jose Rodriguez Grant deed to a tract
of land in the Jose Manuel Sanchez
Baca Grant containing 14.82 acres.
Dated November 29, 1909.

Jose Manuel Sanchez Baca Grant to
Rodriguez Grand deed to a tract of land
situate in the Jose Manuel Sanchez
Baca Grant area 150 feet by 725 feet.
Dated March 23, 1909.

Special Licenses.
George W. Lovell, retail merchant,
Earlham, N. M.

Broadbent Jewelry company, jewelry,
Las Cruces, N. M.

Freeman Brothers, retail merchants,
Las Cruces, N. M.

John Wainall, real estate dealer,
Las Cruces, N. M.